

## **Fiscal Years 2018-2020 FHWA DBE Goal Disadvantaged Business Enterprise Participation In Transportation Related Projects**

The North Dakota Department of Transportation (Department) will take all steps to ensure that no person or groups of persons shall, on the grounds of race, color, national origin, sex, age, disability, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by the Department, its recipients, sub recipients, and contractors.

Department projection is that we will have a similar funding allocation from FHWA for the next three years as we've had in the past three years. We anticipate a construction and consultant workload in the next three years (2018-2020) as we've had in the past three years (2015-2017). We calculated the Type of Work by using the 2018-2020 Statewide Transportation Improvement Program (STIP) information. However, this will quickly change if financing through the Federal Highway Trust Fund is reduced or not available; we would then recalculate our DBE Goal.

**Attachment A** provides construction data by work category and the number of DBE and Non-DBE contractors in each category; **Attachment B** indicates which projects we included in each of the seven work categories. Specific work category information on consultants, subcontractors, and sub recipients will be included in the 2018-2020 methodology.

Included in the work category 'Other Federal Funds' is \$45,547,502 federal funds that are identified for projects where there is little opportunity for DBE participation. This includes overtime for Highway Patrol Officers to patrol in construction work zones, money allocated to the ND State Parks and Recreation, money used for specific NDDOT employee time and supplies, planning and research funds, reimbursement of costs to railroads and private track owners and to utilities, payment for priority response from two federal agencies, property acquisition, relocation, and damages, and other payments.

We regard the entire area of the State of North Dakota as NDDOT local transportation contracting market. Until recently, North Dakota has experienced rapid growth in its economic conditions compared to many states. However, the North Dakota economy is now being affected by a downturn in energy and agriculture sector earnings. Consequently, many out-of-state firms who began working in our state during the boom times are still operating in North Dakota which now poses even greater competitive pressure for in-state firms. Thus, annual gross receipts for many firms has declined. The good side of this increased competition results in lower bid prices for highway jobs than we've seen in the past.

Additionally, the North Dakota Legislature's State-Only Funded highway construction program is coming to a close, and consequently there will be even greater competition for contractors on federal funded projects.

A number of out-of-state contractors and subcontractors are still actively bidding on work in North Dakota. There are also more consultants from other states actively pursuing work in North Dakota. Between April 1, 2016 and March 31, 2017, approximately 50.0% of prime contractors, 46.58% of subcontractors, and 42.86% of consultants were from North Dakota. We know the percentage of out-of-state firms bidding in North Dakota was lower in the past and will decrease as the economy improves in other states.

	Prime Contractors	Subcontractors	Consultants
2016-2017	50.0%	46.58%	42.86%
2013-2014	39.3%	43.9%	92.6%
2010-2011	54.0%	52.6%	Data not kept

**Attachment C** gives a list of the home states.

In accordance with 49 CFR Part 26, the Department calculated the FY 2018 - 2020 Disadvantaged Business Enterprise (DBE) goal at 4.90%, Step One Base Figure. The Department calculated the DBE goal using the following two step process. As permitted by 49 CFR Part 26 the Department is using the base figure calculated in Step One, not the higher calculation in Step Two. This determination was made based on the loss of multiple DBEs within the last three years through withdrawal and program graduation.

### STEP 1

Availability of DBEs is determined from information supplied by all federal-aid bidders on prime and consultant contracts, from April 1, 2016, to March 30, 2017. NDDOT believes this timeframe is appropriate as the difference between the kind of federal projects let during this timeframe and those planned for FY 2018-2020 were considered insignificant. The data from this timeframe is considered to be an accurate reflection of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate on DOT-assisted contracts.

Several DBEs have been removed from the directory since the last goal setting period. The firms removed include Northern Geotextiles, Morris Sealcoat & Trucking, Inc. and Reiner Contracting, Inc. JD Donovan and Dormark, Inc. are in the process of being removed. The firms that voluntarily withdrew their certification include Labor Masters, Hardrives, Inc., Western Contracting, Inc., Simplex Construction Supplies, Inc., FD Walsh, Inc. and Lightcap Industries d/b/a J C Supply & Manufacturing. All DBEs removed, in the removal process and withdrawn have been excluded from the numerator.

There are a total of 424 bidders and quoters on construction projects: 23 DBEs and 401 non-DBEs. A total of 59 consultants bid or were included in the bid on consulting projects; 7 DBEs and 52 Non-DBEs (see chart below). A weighted average was developed by determining the comparative percentage non-DBEs and DBEs obtained in prime contracting (Asphalt, Bridge, Concrete, Consulting, Dirt, and Additional Contracting Opportunities) and consulting dollars.

**Appendix D** shows the data from 2016-2017.

#### 1. Description of Calculation Performed

The relative availability was calculated by dividing the number of DBE primes that bid on **Asphalt** contracts (7) by the number of total prime bidders (99); and multiplying that quotient by the percentage of dollars projected for asphalt work in FY 2018-2020 as compared to overall dollars projected to be spent in FY 2018-2020 and multiplying that by the percent of work paid to primes in 2016-2017 (\$531,882,780 / \$897,357,499 = 59.27% x 80.30% = 47.59%).

$$7 \text{ DBE primes} / 99 \text{ total primes} = 7.07\% \times 47.59\% = 3.36\%$$

The relative availability was calculated by dividing the number of DBE primes that bid on **Bridge** contracts (0) by the number of total prime bidders (14); and multiplying that quotient by the percentage of dollars projected for bridge work in FY 2018-2020 as compared to overall dollars projected to be spent in FY 2018-2020 and multiplying that by the percent of work paid to primes in 2016-2017 (\$56,783,293 / \$897,357,499 = 6.33% x 80.30% = 5.08%).

$$0 \text{ DBE primes}/14 \text{ total primes} = 0.00\% \times 5.08\% = 0.00\%$$

The relative availability was calculated by dividing the number of DBE primes that bid on **Concrete** contracts (0) by the number of total prime bidders (11); and multiplying that quotient by the percentage of dollars projected for concrete work in FY 2018-2020 as compared to overall dollars projected to be spent in FY 2018-2020 and multiplying that by the percent of work paid to primes in 2016-2017 (\$87,331,642 / \$897,357,499 = 9.73% x 80.30% = 7.81%).

$$0 \text{ DBE primes}/11 \text{ total primes} = 0.00\% \times 7.81\% = 0.00\%$$

The relative availability was calculated by dividing the number of DBE primes that bid on **Dirt** contracts (2) by the number of total prime bidders (23); and multiplying that quotient by the percentage of dollars projected for dirt work in FY 2018-2020 as compared to overall dollars projected to be spent in FY 2018-2020 and multiplying that by the percent of work paid to primes in 2016-2017 (\$82,738,018 / \$897,357,466 = 9.22% x 80.30% = 7.40%).

$$2 \text{ DBE primes}/23 \text{ total primes} = 8.69\% \times 7.40\% = 0.64\%$$

The relative availability was calculated by dividing the number of DBE primes that bid on **Additional Contracting Opportunities** contracts (0) by the number of total prime bidders (19); and multiplying that quotient by the percentage of dollars projected for other work in FY 2018-2020 as compared to overall dollars projected to be spent in FY 2018-2020 and multiplying that by the percent of work paid to primes in 2016-2017 (\$43,923,164 / \$897,357,466 = 4.89% x 80.30% = 3.93%).

$$0 \text{ DBE primes}/19 \text{ total primes} = 0.00\% \times 3.93\% = 0.00\%$$

The relative availability was calculated by dividing the number of DBE **Consultants** that responded to an RFP or were included in a consultants response to an RFP (7) by the number of total consultants (59); and multiplying that by the percentage of dollars projected for consultants in FY 2018-2020 as compared to overall dollars projected to be spent in FY 2018-2020 and multiplying that by the percent of work paid to primes in 2016-2017 (\$49,151,100 / \$897,357,466 = 5.48% x 2.98% = 0.16%).

$$7 \text{ DBE consultants}/59 \text{ total consultants} = 11.86\% \times 0.19\% = 0.01\%$$

The relative availability was calculated by dividing the number of DBE **Subcontractors** that bid (18) by the number of total subcontractors (304); and multiplying that sum by the percentage of dollars in 4-1-16 to 3-31-17 (15.15%). This serves as an indicator of the overall total dollars projected to be spent in FY 2018-2020.

$$18 \text{ DBE subcontractors}/304 \text{ total subcontractors} = 5.92\% \times 15.15\% = 0.89\%$$

2. **Resulting Baseline Goal** - The baseline goal for North Dakota is 4.90%.

$$3.36\% + 0.64\% + 0.01\% + 0.89\% = 4.90\%$$

## STEP 2 ADJUSTMENTS

We calculated the median participation from the past 10 years which came to 7.06%. Averaging 7.06% and 4.90% brings the adjusted base figure to 5.98%; which is a significant difference between the base figure and past DBE participation.

1. **Describe the Calculations Performed:** The median past participation was calculated by sorting the DBE achievements in numerical order and then removing an equal number from the lowest achievement and the highest end. Then the remaining numbers are added and the total divided by the number of numbers.

Fiscal Year	Percent Achieved
2016	<del>5.15%</del>
2015	6.17%
2009	3.67%
2012	6.94%
2008	7.00%
2010	7.12%
2011	7.13%
2013	7.64%
2014	7.86%
2007	<del>8.42%</del>

$$7.00\% + 7.12\% = 14.12\% / 2 = 7.06\% \text{ Median Past Participation}$$

2. The average of the Step One Base Figure and the median past participation was calculated by adding the Median Past Participation in Step 1 and dividing by two.

$$7.06\% + 4.90\% = 11.96\% / 2 = 5.98\% \text{ Step One Base Figure adjusted for past participation.}$$

The Department considered available evidence from related fields that affect the opportunities for DBEs to form, grow, and compete. To determine the effects of discrimination on opportunities for DBEs to get financing, bonding, or insurance, we contacted the following:

Attorney General's Office  
 Department of Banking & Financial Institutions  
 Department of Commerce  
 Department of Human Services  
 Small Business Development Center  
 Office of Management & Budget  
 North Dakota University System  
 Independent Bankers Association

We received no information from these sources indicating that adjustment based on this evidence is warranted. No disparity studies have been conducted in the state.

**Public Participation Section 26.45(g)** - The regulation requires that the State must provide for public participation when establishing its overall goal.

- A. **Consultation** - The NDDOT consulted with a representative sample of stakeholders on July 26, 2017. The stakeholders included DBE, Union, AGC, League of Cities, and Association of Counties. NDDOT clarified how the 2018-2020 Overall Goal was developed using the: "Tips for Goal-Setting in the Disadvantaged Business Enterprise (DBE) Program" document. A list of the names is on file in the Division Office.

Questions and concerns expressed about the Methodology or DBE program follow:

- B. **Published Notice** - The notice was published twice in the legal notice section of North Dakota's 10 daily newspapers (Bismarck Tribune, Devils Lake Daily Journal, Dickinson Press, Fargo Forum, Grand Forks Herald, Jamestown Sun, Minot Daily News, Valley City Times-Record, Wahpeton Daily News, and Williston Herald). Actual publication was different for each newspaper. Ads were run between July 24, 2017 and August 6, 2017. A list of notices with dates of publication is on file in the Division Office.

The proposed goal and methodology was posted on the NDDOT's website as well as their Facebook page on July 14, 2017. A notice of that posting was sent to 812 email addresses signed up on the DBE Listserv as well as 2762 email addresses signed up for the Construction Bid Opening, GovDelivery online notification system the same day. A list of the names and copies of the notices sent is on file in the Division Office.

A notice of the proposed goal was also included in the August 11, 2017 edition of the DBE Newsletter. The newsletter is sent out via the listserv as well as being posted on NDDOT's website.

- C. **Comments** - The NDDOT is required to accept comments during the public participation process. The comment period concluded August 18, 2017.

Information concerning these goals was available for inspection, from 8 am to 5 pm, at the following location:

Civil Rights Division  
North Dakota Department of Transportation (NDDOT)  
608 East Boulevard Avenue,  
Bismarck, ND 58505-0700

Until August 18, 2017, written comments could have been submitted three different ways:

1. Send comments to NDDOT Interim Director Ron Henke at the address above.
2. Email comments to [civilrights@nd.gov](mailto:civilrights@nd.gov)
3. Submit comments online – Click here.  
<https://www.surveymonkey.com/r/2018DBEGoalSurvey>

### BREAKOUT OF ESTIMATED RACE/GENDER-NEUTRAL AND RACE/GENDER-CONSCIOUS PARTICIPATION

The Department believes it will meet the goal of 4.90% by using race/gender-neutral and race/gender-conscious means as necessary.

For FY 2018-2020, NDDOT determined the race/gender-neutral and race/gender-conscious participation rates for the overall DBE participation based on the median value of actual past race/gender-neutral achievement.

<b>Fiscal Year</b>	<b>Approved Goal</b>	<b>Percent Achieved</b>	<b>Approved Race/Gender-Neutral Goal</b>	<b>Percent Achieved by Race/Gender-Neutral</b>	<b>Percent Race/Gender-Neutral Participation</b>
2007	7.68	8.16%	3.81%	3.59%	44.32%
2008	7.38	6.52%	3.62%	4.03%	61.81%
2009	7.00	3.78%	3.10%	1.38%	36.51%
2010	7.32	6.95%	3.40%	1.36%	19.57%
2011	7.32	7.27%	-----	2.09%	28.75%
2012	7.40	6.42%	3.45%	2.39%	37.28%
2013	7.40	7.66%	3.45%	4.77%	62.27%
2014	7.40	7.86%	3.45%	4.38%	55.73%
2015	6.22	6.17%	3.47%	4.07%	65.96%
2016	6.22	5.15%	3.47%	2.91%	56.50%

The median race/gender-neutral DBE achievement during this ten year period was 3.25%. Using this median value as the basis for determining the FY2018-2020 race/gender-neutral projection, 3.25% of the 4.90% DBE goal will be met by race/gender-neutral means. The remaining 1.65% goal will be achieved through race/gender-conscious means.

Goals will be set on construction projects to achieve the race/gender-conscious portion of the goal. Consultant projects will all be race/gender-neutral. Attachment E illustrates the comparison between Federal and State funded construction projects. State funded projects are not assigned DBE goals.

The DBE regulations require NDDOT to meet the maximum feasible portion of our overall goal by race/gender-neutral means. This will be achieved in the following way:

1. Using the DBE newsletter and CRD Listserv/GovDelivery, inform DBEs and non-DBEs about important issues. Businesses intending to bid as prime contractors or businesses intending to bid/quote over the amount identified in our program document use the newsletter to advertise which federal projects they are bidding. The newsletter is published two weeks prior to each regularly scheduled bid opening. The newsletter is electronically distributed using an electronic emailing system.
2. The newsletter and the electronic Sign-In requirement for prime contractors, or businesses intending to bid/quote over the amount identified in our program document provides a way for DBEs and non-DBEs to know who is bidding before each bid opening to facilitate the exchange of quotes.
3. Bid documents such as the Plans and Proposals, Notice to Bidders, Subscribe to receive Notice to Bidders Email Notifications, Project Bid files, and other related bid documents are available for viewing and downloading on the NDDOT's website at the following web address:

<https://www.dot.nd.gov/business/bidinfo.htm> The bid documents are also available for viewing at the Construction Services Division at the NDDOT building in Bismarck, ND.

4. Continue to provide a supportive services program that provides education to DBEs in the areas of: quoting, bidding reports, and data available after each bid opening, specific sites within the Department's website that will assist them in the bidding and quoting process, and being a successful DBE.
5. Ensure distribution of NDDOT's DBE Directory, at the following web address:  
<https://dotnd.diversitycompliance.com/> to potential prime contractors, subcontractors, consultants, cities, counties, and state and federal contracting agencies. The electronic directory is updated as changes occur.

We have enhanced the functionality of the NDDOT DBE Directory to allow contractors to download complete contact information for all DBEs. Contractors then may include the email addresses, fax numbers, and telephone numbers in their contact databases. In addition, contractors may search by work category and download contact information for only those DBEs certified to perform specific work.

We have developed an interactive map which will provide pertinent NAICS codes, pinpoint the locations of each DBE certified in North Dakota, and offer access via web link to the DBE Directory, the DBEs' website(s), and street views of DBE locations.

For reporting purposes, race/gender-neutral DBE participation includes, but is not necessarily limited to:

1. DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures or through the consultant selection process;
2. DBE participation through a subcontract on a prime contract that does not carry a DBE goal; and
3. DBE participation through a subcontract with a prime contractor that did not consider a firm's DBE status in making the award.

Questions regarding the goal calculation may be directed to Ramona Bernard at 701-328-2576.

RON HENKE, PE, INTERIM DIRECTOR  
52/ac  
Enclosures

**Attachment A****Contractors Sorted by Type of Work**

<b>Categories</b>	<b>Construction Year</b>			<b>Grand Total</b>
	<b>2018</b>	<b>2019</b>	<b>2020</b>	
Asphalt	151,710,119	167,107,332	213,065,329	531,882,780
Bridge	16,303,697	24,994,941	15,484,655	56,783,293
Concrete	59,264,277	8,467,559	19,599,806	87,331,642
Consulting	24,476,700	12,337,200	12,337,200	49,151,100
Dirt	22,119,210	27,884,912	32,733,896	82,738,018
Additional Contracting Opportunities: ITS, WIMS, etc.	16,852,912	13,970,452	13,099,800	43,923,164
Other Federal Funds	15,957,446	16,166,245	13,423,811	45,547,502
<b>Grand Total</b>	<b>306,684,361</b>	<b>270,928,641</b>	<b>319,744,497</b>	<b>897,357,499</b>

<b>Numbers of Prime Contractors</b>			
<b>Categories</b>	<b>DBE Prime</b>	<b>Non-DBE Prime</b>	<b>All Prime Contractor Totals</b>
Asphalt	7	92	99
Bridge	---	14	14
Concrete	---	11	11
Consultants	3	32	35
Dirt	2	21	23
Additional Contracting Opportunities	0	19	19
<b>Grand Total</b>	<b>12</b>	<b>189</b>	<b>201</b>



**Attachment B**  
**Key - Work Types by Category**

<b>ASPHALT</b>
Aggregate Base, Asphalt Overlay>2"<Or=3", Grade, Hot Bituminous Pave, Intersect Imp
Aggregate Base, Bikeway/Walkway, ITS, PCC Pave
Aggregate Base, Grade, Hot Bituminous Pave
Aggregate Base, PCC Pave
Asphalt Overlay>2"<Or=3"
Asphalt Overlay>2"<Or=3", Aggregate Shoulders, Selective Subcut
Asphalt Overlay>2"<Or=3", Concrete Pavement Repair, Guardrail, Hot Bituminous Pavement on Ramps, Structural/Incidentals
Asphalt Overlay>2"<Or=3", Pipe Replacement, Selective Subcut, Sliver Grading
Asphalt Overlay>2"<Or=3", Sliver Grading, Structural/Incidentals, Structural Replacement
Bikeway/Walkway
Bikeway/Walkway, Milling pavement surface/Overlay 2" Max
Blended Bituminous Base, Thin Overlay, Selective Subcut, Structural/Incidentals
County Construction
County Roadways
Concrete Pavement Repair, Milling pavement surface/Overlay 2" Max
Concrete Pavement Repair, Thin Overlay
Crack & Seal, Hot Bituminous Pave, PCC Pave, Structural/Incidentals
Crossing Improvements
Culvert Rehab, Thin Overlay, Milling, Selective Subcut, Structural/Incidentals
Curb & Gutter, Hot Bituminous Pave, Walk/Drive Ways
Drainage Improvements, Milling pavement surface/Overlay>2"<Or=3", Subcut
Grinding, Friction Surface, Joint Sealant, Marking, Signing
Hot Bituminous Pave, Median X-Overs, Ramp Conn
Hot Bituminous Pave, Pipe Replacement, Turn Lanes, Widening
Hot Bituminous Pave, Pipe Replacement, Widening
Hot Bituminous Pave, Thin Overlay
Hot Bituminous Pave, Widening
Hot Bituminous Pave, Widening, Pipe Replacement, Turn Lanes
Intersect Imp
Intersect Imp, Widening, Hot Bituminous Pave
Microsurfacing
Milling pavement surface/Overlay 2" Max
Milling pavement surface/Overlay 2" Max, Recycle Hot Bituminous Pavement
Milling pavement surface/Overlay 2" Max, Shoulder Rehab
Milling pavement surface/Overlay>2"<Or=3"
Milling pavement surface/Overlay>2"<Or=3", Signals
Milling, Recycle Hot Bituminous Pavement
Milling, Thin Overlay
Pavement Marking
Pavement Marking, Signing
Pavement Marking, Turn Lanes, Intersect Improvement

Ramp Revisions, Signal Revision, Turn Lanes
Recovery Approach, Turn Lanes
Seal Coats
Slurry Seal
Subcut, Milling pavement surface/Overlay>2<Or=3"
Thin Overlay
Thin Overlay, Milling, Sliver Grading
Thin Overlay, Pipe Replacement, Pipe Extension, Subcut
Thin Overlay, Sliver Grading
Thin Overlay, Turn Lanes
Turn Lanes
Turn Lanes, Intersection Improvement
Turn Lanes, Intersection Improvement, Signing
Turn Lanes, Signals
Turn Lanes, Signing
Widening, Hot Bituminous Pavement, Signing
Widening, Signing
<b>BRIDGE</b>
Bridge Inspect
County Bridges
Deck Overlay, Approach Slabs
Deck Overlay, Structural/Incidentals
Structural Replace
Structural Repair
Structural Repair, Structure Paint
Structure Items
Structure Paint
Structure Paint, Structural/Incidentals
Box Culvert Extension, Guardrail, ITS, Recovery Approach, Selective Subcut
Deck Replacement
Structural Replace, Median X-Overs
Structural/Incidentals
Structural/Incidentals, Pipe Replacement
Structural Repair, Pipe Replacement
<b>CONCRETE</b>
ADA Ramp Rev
Approach Slabs, Concrete Pavement Repair, Grinding
Approach Slabs, Concrete Pavement Repair, Grinding, Structure Paint
Approach Slabs, Culvert Rehab, Thin Overlay, Subcut
Approach Slabs, Deck Replacement
Concrete Pavement Repair, Curb & Gutter, Walk/Drive Ways
Concrete Pavement Repair, Dowel Retrofit, Grinding, Structural/Incidentals
Concrete Pavement Repair, Grinding
Concrete Pavement Repair, Grinding, Hot Bituminous Pavement on Ramps

Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Milling
Expansion Joint Modification, Approach Slabs
Expansion Joint Modification, Structural/Incidentals
Median X-Overs, Ramp Conn
PCC Pave, Structural/Incidentals
Approach Slabs, Structural/Incidentals
Concrete Pavement Repair
Concrete Pavement Repair, Grinding, Pavement Marking
Concrete Pavement Repair, Hot Bituminous Pave, Milling
Portland Concrete Cement Pavement
Concrete Over, Hot Bituminous Pavement on Ramps
Concrete Pavement Repair, Milling
<b>CONSULTING</b>
Construction, Prelim Engineer
Prelim Engineer
Prelim Engineer, Construction Engineering, Construction
<b>DIRT</b>
Grade Raise
Grade, Hot Bituminous Pave
Reconstruction
Slide Repair
Drainage Improvement
Reconstruction, Structural Incidentals
Reconstruction, Widening
Reconstruction, Structure Widen
<b>OTHER: FEDERAL FUNDS</b>
Billboard Control Program
Director's Task Force
Highway Patrol Overtime
Innovation
ND Parks & Recreation
Right Of Way
State Planning & Research - University Study
SRED, State Rural Economic Development
Training
US Corps of Engineers
US Fish and Wildlife
Utilities
Wetlands/Tree Planting
<b>ADDITIONAL CONTRACTING OPPORTUNITIES: ITS, WIMS, SIGNALS/SIGNING</b>
Guardrail
Intelligent Transport System
Intelligent Transport System, Lighting

Intelligent Transport System, Signing
Lift Station
Lighting
Missile Roads
MPO Planning
On the Job Training Program Hourly Reimbursement
Preventive Maintenance
Protect Devices
Recovery App
Rehabilitation
Safety
State Infrastructure Bank Payback
Signals
Signing
Weigh In Motion, Automatic Traffic Recorder

## Attachment C

**Participation by In-State and Out-of-State Contractors and Consultants  
April 2016 – March 2017 Actuals**

Subcontractor		Prime Contractor		Sub Consultants		Consultants	
DBE Home State	Non DBE Home State	DBE Home State	Non DBE Home State	DBE Home State	Non DBE Home State	DBE Home State	Non DBE Home State
ND – 11	ND – 139	ND - 4	CA - 1	ND - 1	ND – 12	ND – 1	ND –14
IA – 1	AB – 1	MN – 1	CO – 1	SD – 1	TX – 1	MT - 1	Canada - 1
MN – 3	AZ – 1	<b>Total 5</b>	FL – 2	MN – 1	MN – 5	MN - 1	AK - 1
MT – 2	CO – 3		IA – 1	OR – 1	DC – 1	<b>Total 3</b>	CA - 1
SD – 1	FL – 2		IN – 2	<b>Total 4</b>	NV - 1		CO - 1
<b>Total 18</b>	IA – 5		MN – 31		<b>Total 20</b>		IA - 1
	ID – 1		MO – 1				KS - 2
	IL – 4		MT – 2				MN - 7
	IN – 1		ND - 47				MO - 1
	KS – 3		SD – 2				UT - 1
	MA – 1		TX – 1				WA - 1
	MB – 3		UT – 1				NE - 1
	MD – 1		WA – 2				<b>TOTAL 32</b>
	MI – 3		WI – 2				
	MN – 71		WY - 1				
	MO – 4		<b>Total 97</b>				
	MT – 10						
	NE – 4						
	NE – 4						
	NJ – 1						
	NY – 2						
	OH – 3						
	OK – 1						
	ON – 1						
	OR – 1						
	PA – 1						
	SC – 1						
	SD – 13						
	TX – 2						
	UT – 2						
	VA – 2						
	WA – 1						
	WI – 8						
	WY – 4						
	<b>Total 304</b>						

## Attachment D

## April 2016 – March 2017 Actuals

	DBE	Non-DBE	Total
All Prime Bidders	5	97	102
All Sub Contractors	18	304	322
All Consultants	3	32	35
All Sub Consultants	4	20	24
<b>TOTAL</b>	<b>30</b>	<b>453</b>	<b>483</b>

	DBE	Non-DBE	Total
All Prime Bidders	7,724,200	454,257,189	461,981,389
Sub Contractors or Suppliers	9,190,864	77,937,662	87,128,526
All Consultants	2,583,081	14,541,729	17,124,810
Other	-----	9,057,534	9,057,534

	DOLLARS	PERCENT
Prime	461,981,389	80.30%
Subcontract	87,128,626	15.15%
Consultants	17,124,810	2.98%
Other FHWA Funds	9,057,534	1.57%
<b>TOTAL</b>	<b>575,292,359</b>	<b>100.00%</b>

**Attachment E**

**State Funded Projects**  
**April 1, 2016 to March 31, 2017**

Contractors DBE	1 Firms	\$1,604,818	1.14%
Contractors non-DBE	15 Firms	\$138,994,601	98.86%
<b>Total</b>	<b>16 Firms</b>	<b>\$140,599,419</b>	<b>100%</b>
Subcontractors DBE	5 Firms	\$ 1,703,232	2.70%
Subcontractors non-DBE	77 Firms	\$61,344,770	97.30%
<b>Total</b>	<b>82 Firms</b>	<b>\$63,048,002</b>	<b>100%</b>

**Federally Funded Projects**  
**April 1, 2016 to March 31, 2017**

Contractors DBE	5 Firms	\$ 6,119,382	1.90%
Contractors non-DBE	44 Firms	\$ 315,262,588	98.10%
<b>Total</b>	<b>49 Firms</b>	<b>\$ 321,381,970</b>	<b>100%</b>
Subcontractors DBE	23 Firms	\$ 9,190,864	10.55%
Subcontractors non-DBE	168 Firms	\$ 77,937,662	89.45%
<b>Total</b>	<b>191 Firms</b>	<b>\$ 87,128,526</b>	<b>100%</b>